

NOVEMBER 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

The little red Falcon on this on this month's cover is owned by David and Lindalu Barber (FCA # 15608) of Trussville, Alabama. They traveled to Texas in July for the FCA National Meet and decided to take an extended trip in their Falcon. It had never been north of Colorado in the mid-section of the United States, so they decided to head North. Their journey through multiple states—from Kansas' Pony Express Home Station #1, Indian Territories in the Dakotas, Wyoming's Cowboy heritage, to Iowa's American Pickers—produced many lasting memories. The wildlife they saw was almost worth the trip alone. Enjoy their story and photos on page 4 of this month's magazine.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

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IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com which is password protected gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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Jim Guthrie
FCA President

It has been a busy Fall so far. October 1st and 2nd saw the Fall Regional in Hot Springs, Arkansas. This was the site of the very first National Meet some 40 years ago. Thank you to the Founder's Chapter for a great time and some very fine Falcons. October 3rd, a 12 Falcon caravan left Hot Springs and headed out to Vicksburg, Mississippi for two days in that historic city and battlefield. then on to Gulfport, Mississippi for a week of "Cruisin the Coast" with a total of 9,499 registrants, and whole bunch of Falcons. A special thanks to the Sigler family for their usual southern hospitality and a jambalaya dinner. A great time was shared by all. Be sure to watch future National News for some stories that inform on this year's trek to CTC.

I'm pleased to report that the Board of Directors has approved a contract with an outside vendor to take over the operation of the website and responsibilities of the webmaster. This agreement includes managing the current website, building a new website that will include a forum, plus improve transaction capabilities for new membership and renewal, club store and meet registrations. Also included will be support for hosted chapters. Details will be provided soon and we are excited about this opportunity.

In January, your National News mailing will include what is expected to be an annual standalone 12 month calendar, just in time for you to start planning your activities for the coming year. In addition, the April mailing will include a new Membership Roster. Please make certain that your information is correct in the current roster as this is what will be printed. You can check and make changes on the website at falconclub.com.

I hope you continue to enjoy your chapter activities, good weather, and stay healthy and safe during the upcoming holidays. Enjoy your Falcons and take a youngster along for the ride.

Jim Guthrie (FCA #12897)
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THE ADVENTURES OF THE LITTLE RED BARBER FALCON

(20 DAYS, 16 STATES, AND 4,384 MILES)

BY DAVID BARBER



David stands beside the Little Red Barber Falcon in front of the Occidental Hotel in Buffalo, Wyoming.

This hotel is a step back in time to the days when the likes of Teddy Roosevelt and Butch Cassidy stayed here.

At the foot of the beautiful Big Horn Mountains, it offers authentic decor alongside modern accommodations.

A terrific experience and the fact it still exists and is operating for visitors is amazing.

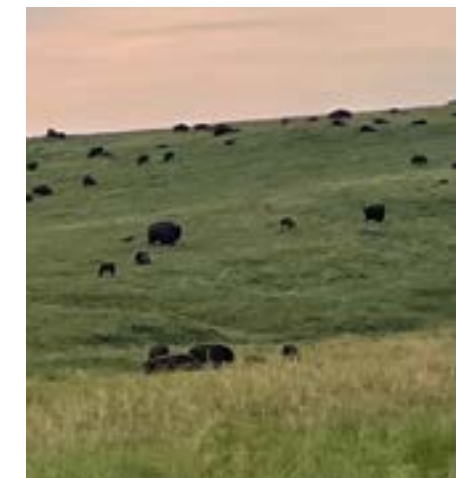


TO DALLAS AND BEYOND...

Okay, so I paraphrased Buzz Lightyear, but as Lindalu and I planned our trip to the 2021 Nationals in Dallas, we looked "beyond" Dallas for a 'then what' discussion.

We routinely take a different route home than we take going on any of our trips, so it was natural for us to look for a change of scenery after the Nationals. Our car had never been north of Colorado in the mid-section of the United States, so we decided to just head North!

Having been through Texas, Oklahoma and Kansas en route to other Nationals, we drove north from Denton, Texas through Oklahoma and Kansas on US Highway's 377, 177, and 77, picking up US 36W and 81N in northern Kansas, all the way to Norfolk, Nebraska. Notice that these are all US highways, not Interstates. We love the back roads. You get to actually SEE America in person, not on a screen. For instance, do any of you know where the Pony Express Home Station #1 was located? If you took the above route, you would learn that it is in Marysville, Kansas. Neat, historic little town just south of the Nebraska border, that proudly displays a life size bronze statue of a Pony Express rider on Main Street, AND a painted replica of same on the town's water tank.



Top: Pony Express Rider statue, scary lighting, and watching some large beasts cross the road. We enjoyed the scenery and various animals along the roads as we explored the northern U.S.



After heading on west and north from Marysville, we took US 81N to Norfolk, Nebraska, where we spent the night in what we found to be a surprisingly comfortable town. The next morning we headed west again on US 20/275 across the norther edge of Nebraska to Chadron, where we turned north toward Rapid City, South Dakota, and checked in at our lodging at Ellsworth AFB which is just outside Rapid City. This was one of our "bucket list" stops, as I have wanted a picture of the Falcon in front of Mt. Rushmore!! As fate would have it, they wouldn't let me drive the Falcon up there, so I had to settle for a picture from the parking lot with Mt. Rushmore in the distant background. Mt. Rushmore, Custer State Park, Crazy Horse Monument, and the Black Hills National Forest took up the next four days of our journey. Honestly, we could have spent twice that long in that area and still not feel like we saw everything there was to see. The Wildlife Loop Road, and the Eye of the Needle (one lane road through a rock crevice) exposed us to some of the most beautiful parts of God's Creation that we had ever experienced. Lindalu just couldn't get enough pictures of the buffalo standing in the road and roaming the grassy hills.

Above: Mt. Rushmore by day and by night. The light show was incredible. Below, the Falcon is going through the Eye of the Needle in Custer State Park. Yikes!





On our way out of Rapid City we made stops in Sturgis, Deadwood, and Spearfish, South Dakota, before crossing into Wyoming and stopping in Moorcroft to have a cup of coffee with a young man who grew up in the house that we now live in! From there we went on to Buffalo, Wyoming where we spent the night, and met 'Norm', the proprietor, who just happened to have had a red '63 Falcon convertible when he was in high school. Small world!! The next morning, we drove into town to the Occidental Hotel (where the bullet holes from the wild west days are still in the walls) and ate a great breakfast next door at the Busy Bee Café—us and all the locals. You have to ask around and find out where the locals eat breakfast!



Strengthened by our breakfast at the Busy Bee, we headed northwest to Hardin, Montana, probably the westernmost point of our trip, and then turned back northeast toward Glendive, Montana, and then headed west to Dickinson, North Dakota. While in that area we spent about four hours in the Teddy Roosevelt National Park. THERE SO MUCH HISTORY in this area! This area is what prompted him to be the known as the "national conservationist" President.

The Crazy Horse Memorial is a mountain monument under construction on privately held land in the Black Hills. It will depict the Oglala Lakota warrior, Crazy Horse, riding a horse and pointing to his tribal land. The memorial was commissioned by Henry Standing Bear, a Lakota elder, to be sculpted by Korczak Ziolkowski. It is operated by the Crazy Horse Memorial Foundation, a nonprofit organization.

The plan includes the monument, an Indian Museum of North America, and a Native American Cultural Center. The monument is roughly 17 miles from Mount Rushmore. The sculpture's final dimensions are planned to be 641 feet long and 563 feet high. The arm of Crazy Horse will be 263 feet long and the head 87 feet high. By comparison, the heads of the four U.S. Presidents at Mount Rushmore are each 60 feet high.

The monument has been in progress since 1948 and not complete. If completed as designed, it will become the world's second tallest statue.

After leaving the Dickinson area, we again headed east on I-94 but escaped the interstate before we got to Bismarck and took ND Hwy 200 east through an area that I duck hunted in several years ago. The towns of Mercer, McClusky, Goodrich, Hurdsfield and Sykeston look a lot different without snow on the ground! We weathered a strong thunderstorm heading across the state line into Minnesota but made it safely to Detroit Lakes for the evening. Picking up US71 outside of Detroit Lakes we headed south into Iowa, turning east on US20 (yes, the same US20 we went west on in Nebraska!) over to Waterloo, Iowa where we picked up I-380 into Cedar Rapids. We took a break in Cedar Rapids to visit an old Army buddy of mine and had a beer sitting around his pool, enjoying the evening cool down.

Went a little farther south from there and spent the night in Coralville, driving into Iowa City the next morning to experience another 'home-town' breakfast at The Blue Bird Café. As we parked the car, we struck up a conversation with a local who notice the Alabama license plate and told us that his daughter worked for the newspaper in Montgomery, AL. He was headed to the Blue Bird for breakfast also. As we sat at our table, we were approached by a college age student and his girlfriend, and he smiled as he showed us a picture of the Ranchero he had recently purchased. They were both very excited about the Ranchero. The man we had met in the parking lot also came back by our table on his way out and wished us well on our trip. When I asked for my check for the meal, I was told by the waitress that it had been taken care of by the man who we met in the parking lot!!

From Iowa City we traveled east to Le Claire, Iowa, and made the obligatory stop at Antique Archeology, AKA American Pickers. I had been in there many years ago, but Lindalu had not ever been there, so we stopped to visit. Although I need another T-shirt like I need another hole in my head, they had a new shirt they were marketing that read, TWO LANE, Less People, More Life. That spoke to our "back road" nature so we will be wearing those as we travel in the future!!



A quick stop as we enter Wyoming and Lindalu enjoying the lunch and atmosphere at the Busy Bee in the Occidental Hotel in Buffalo, Wyoming.

Our last night on the road was in Effingham, Illinois, and we were very fortunate—as we had been for most of our trip—to find a good hotel and a restaurant close by. The hotel adjoined the parking lot of “Niemerg’s”, a three meal a day restaurant that has been in business since 1978. We ate supper that night, AND breakfast the next morning at Niemerg’s. We talked to our waitress at breakfast about how friendly and cordial the staff was, and she reported that most of the staff has been there for years, but she had only been there for sixteen!!

All in all it was a fantastic experience, and I’m sure it goes without saying that we saw more CORN growing than we could ever imagine existed. Another thing I learned is that when you travel in a vintage car and need some special assistance with a mechanical issue, you reach out to “vintage car repair” on Google and in every instance those people stopped what they were doing, tended to our issue, and got us back on the road as soon as possible. You have friends out there that you don’t even know you have. If you ever find yourself in need of assistance in Keithville, Louisiana, Rapid City, South Dakota, or Nashville, Tennessee, I can hook you up!!

There is a LOT of America out there to see, so keep those Falcon’s flying!!

—David Barber (FCA # 15608)
Trussville, Alabama



Since David has always wanted a picture in front of Mt. Rushmore, but the one he was allowed to get is not ideal (at top), we decided to fulfill his bucket list with a little Photoshop magic.

MILE-HI CHAPTER'S LEAF PEEPER EXCURSION

ON THE GEORGETOWN NARROW GAUGE STEAM TRAIN

PHOTO STORY BY RAINER HANTSCHHEL



On October 2, 2021 members of the Mile-Hi Chapter headed west from Denver for a “leaf peeper” excursion on the historic Georgetown Loop Railroad. It was a beautiful and comfy fall day—great for spotting the dynamic colors of fall in the mountains.

Pictures were difficult to take on all those curves, but there were still great photo opportunities shooting the train and the trees. On the trip down hill, they move the steam engine to the last car and back the train to the station. You can almost touch the front of the engine. Some of the group enjoyed lunch in Idaho Springs afterward.



Gaitha Hammond, Jan, and Ron Brown, along with many others, take in the scenery from the rail car.

ABOUT THE GEORGETOWN LOOP RAILROAD

The Georgetown Loop train began as a tourist attraction over 143 years ago. Before that time, people who wanted to view the Rocky Mountains west of Denver had to settle for taking a train as far west as they could and hoping for a view of majestic mountains.

In the early 1870s, railroad men had the idea to build a railroad that could ferry tourists to these immense mountains to take in the view.



Jan Brown stands next to their Falcon Squire wagon.



Falcon spotting through the Aspens.



Silver was being discovered in mines in the area. People needed a way to move the silver that was being discovered in the area to markets both east and west of Georgetown, which was called the "Silver Queen" for a time because of all the silver in the area.

Silver mogul William Loveland partnered with Jay Gould to pay for a railroad that could handle tourism and mining at the same time. The problem was the heights of the mountains and the steep grades into the passes. The passes made creating a railroad difficult if not impossible because of the grade. Engineers figured out a way to reduce the railroad grade with a series of curves and bridges, which allowed engines to climb the mountain passes.

The Georgetown Loop Railroad allowed tourists to view the breathtaking scenery from dizzying heights, as well as take in the mining history of the area. Tourists flocked to the area to take in the sights.





CAR CLUBS HONOR OUR NATION'S HEROES



*CarolinaCruzin4Jeeps held a parade to honor WWII veteran Coy A. Shue for his 100th birthday in Charlotte, North Carolina.
Photo: foxnews.com*



This month our nation comes together on November 11 to celebrate our veterans. Communities come together to collectively honor their service to our country. As many of our WWII veterans are reaching the century mark, it is sad that many of these events have been canceled over the last couple of years due to the pandemic.

Car clubs and veteran appreciation over the years have gone hand-in-hand. Club have honored veterans and their service with parades, cruises, military vehicle shows, and a variety of events. Car clubs around the nation are back to meeting and holding events, we are starting again to see community support and devotion to our nation's heroes come alive.

One such event highlighted recently was when a group of Jeep owners and enthusiasts gave a WWII veteran a surprise parade for his birthday.

A cruise was organized by CarolinaCruzin4Jeeps to honor veteran Coy A. Shue who turned 100 years old the day before the cruise. On that day, 49 vehicles drove by Shue, who sat in his front yard in awe, surrounded by 100 flags, a huge birthday banner, family, friends and fellow veterans. It was a great way to give tribute to the veteran who fought in battles including Iwo Jima, Saipan and Tinian.

His granddaughter Taylor Jarina, a member of the club, helped organize the event and was later quoted saying, "He's definitely a modest man. He does not consider himself a hero. He will tell you that heroes died that day," she said. "He just did what he says he was supposed to do and he fought for the flag."

*2017 Reno County Veterans Memorial
Car Show in Hutchison, Kansas.
Can you find the Falcon?.*



A Midwest event with a bit of Falcon flavor, The Veterans Memorial Car Show, took place August 22, 2021 in Onawa, Iowa. Fifty percent of its registration fees were donated back to the Veteran's Memorial Museum for use on future additions to the Veteran's Museum Complex.

The Texas Veterans Military Show in Bullard, Texas was held September 19, 2021 to honor of veterans and everything they have done for the United States. "This event is to honor those that gave you and me the freedom to live in America," Mike Balfay, event coordinator, said. "All these vets sacrificed to be here."



Falcon Club's Beef State Chapter was well-represented at the Veterans Memorial Car Show in Onawa, Iowa.

Virginia Nordboe and her Falcon "Rosie" won Veterans Choice Award.

It featured a military parade to honor veterans, a classic car show, band, free lunch and more. There were expected to be around 75 vehicles, classic cars, helicopters and more included in the parade. All five branches of the military were represented with around 800 to 900 veterans and an expected 4,000 attendees. World War II veterans over 100 years old were in attendance. "These are the people who engaged in battle and offered their lives for the country," Balfay said.

On a sad note, some of these shows are ending due to lack of volunteers or support. October 10 marked the final occurrence of the Annual Veterans Memorial Car Show in Redlands, California. Seven hundred cars were expected to be in attendance for this year's final show in Sylvan Park. Betty Volk, the foundation's financial advisor, started the show with her husband. She said, "If you love apple pie, the American flag, and mother, you'll love our car show."

Volk said the show is their last because she and her husband are the primary organizers and are getting up there in age. She added, "So we're figuring 30-years is a good number to bow out because nobody is really stepping up and wanting to take over what him and I do."

Besides hosting shows or cruises to benefit veterans, there are many ways our local clubs can honor their veterans. Mid America Chapter collects personal items and socks for a group helping local homeless veterans. Other local chapters have taken their cars to veteran's homes and spent time visiting the residents. Some have given money to local organizations that support veterans.

Say thank you and mean it. One of the easiest ways to support veterans is a simple thank you, as long as it is heartfelt and sincere. But actions still speak louder than words and saying you support veterans is different from actually going out there and doing it – and making a difference.

Donate your time to a veteran organization or volunteer your services to help vets in need. Visit a VA home and spend time listening to a veteran. Whatever you can do individually or as a club, show honor and respect to those who have earned it. Happy Veterans Day to all our Falcon Club veterans. We appreciate you.

foxnews.com • kcur.com • facebook.com/TXVeteransCarShow/ • facebook.com/beefstatechapter

*After five years of homelessness, former Marine Emiloe Caldwell has gotten a fresh start at the Veterans Community Project in Kansas City, Missouri.
Photo: Catherine Hoffman*



FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Domtar Park. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



VW'S, WEBERS, AND FALCON SPRING SPREADERS...

BY GENE JOHNSON

It has been a fairly easy winter for most of us. At least those who are lucky enough to travel to warmer temperatures or at least have something to do in the garage. Fortunately for Joan and I we did a little of each. Before the winter set in I stored the Volkswagen away in my brothers garage. Today, I checked on it and all is well. It started right up. Sometime in December I decided to find out why our MGB was running so poorly near the end of the driving season. It became increasingly hard to start, it was running rich, fouling plugs and the ignition switch stopped working. We checked the electrical system and determined that the engine was getting a good spark at the right time. The ignition switch fixed itself. It will get replaced. Once the governor required us to stay-at-home I took advantage of the time and paneled the inside of my garage. It looks better and should be alot warmer. I decided to disassemble the MGB Weber carb and give it a deep cleaning. That didn't help much. I purchased a new Weber rather than spending time looking for the problem with a 15 year old carb that has given use years of good service. It now runs better but not perfect...yet.

Haha! Think I found the problem. Too much fuel pressure. Was running 3 psi which I've lowered to 2-1/2 psi. Starts and runs good.

In December I decided to replace my rear springs on the Falcon. I contacted McVey Spring in Mio, MI and told them how the rear of the car was sagging and the springs looked flat. The owner mentioned that they had a bad run of springs from their supplier around the same time that I purchased mine. He offered to replace them at no charge and even delivered them to me personally. The car now sits 2" higher in the back and sits level. It is necessary to use a spring spreader when installing new rear springs. Mine needed to be stretched 4". I borrowed a spreader tool from a friend that was designed to spread Model A springs. It works perfect on Falcons 80 years later. I next replaced the idler arm bushing. Not a big deal. And finally in March I decided to replace my T-10 four speed transmission

with a completely rebuilt unit. My trans needed synchronizers. The stay-at-home restriction seemed like a good time to take on this project. The swap didn't go well. This was done with the car raised up several inches while lying on my back. Turns out that the new trans has some internal problems and had to come out...twice. I have decided to have Liberty Transmission in Harrison Township rebuild my old trans. They can't start on it until the stay-at-home restriction is lifted. Should be ready sometime in mid-May.

In addition to the above I replaced a hot water heater, fixed a leaky toilet, fixed a broken refrigerator and fit in three weeks in Florida. Writing this wears me out just thinking about how I spent my time. I will tell you about my truck problem in Hooterville another time.

—Gene Johnson (FCA #3950)
Livonia, Michigan

Reprinted from the Metro Detroit
Falcon Club *Falcon Express*,
May 2020



TOGETHER AGAIN

2021 FCA NATIONAL MEET — LADIES TEA



The 2021 Ladies Tea was a spectacular event featuring a variety of “dress-up” attire. The Lone Star Ladies put on quite an afternoon of fun, food, and frivolity with our Falcon girlfriends. This year’s theme “Best Little ***house in Texas” inspired outfits ranging from the elaborate madams of the brothel known as The Chicken Ranch, to the more subtly-dressed townsfolk of Gilbert, Texas. Special music was provided by Cindy Dapor of the Ohio Valley Chapter.

The 1982 movie starring Dolly Parton and Burt Reynolds was also the theme of the trivia game and poker hands all were dealt. The attendees learned a few things about playing poker. See, it was educational as well as fun!

Did you know the character of Melvin P. Thorpe, played in the movie by Dom DeLuise, is based on an actual television personality? Or how about this bit of movie Trivia... Burt Reynolds was not the original actor that the playwright wanted for the role. Once Dolly Parton was cast, playwright King thought it would be a good idea to have another country star appear in the film—none other than Willie Nelson. He never committed to the role, but can you even picture that after Burt played the role?

All who attended had a fun and memorable afternoon, and oh, was it good to be together again!





PHOTOS NEEDED!!

We are looking for 12 Falcons to be featured in our Falcon Calendar, coming January 2022. If you have a hi-resolution photo of your Falcon, we'd love to have it entered in our 2022 "Falcon Calendar Competition."

- All years, colors, and models welcomed
 - Seasonal photos are a plus
 - Must be hi-res (300dpi)
 - Must fit this blue frame (8"x5.5")
- Email photo and info to editor@falconclub.com.
 - Label email "Calendar Competition."
- Entries must be received by November 15, 2021.

Thank you.



AMERICA'S—AND MY OWN— LOVE AFFAIR WITH PEANUTS

BY JANET WILKERSON

In late 1959, the Ford Motor Company introduced a brand new car called the Falcon. One of the most popular and iconic automotive advertising campaigns of the early 1960s featured the Ford Falcon along with Charlie Brown and the "Peanuts Gang." This campaign, particularly focusing on parents and young children, brought a great deal of attention to various Falcon models over a number of years.

To promote the new model, Ford secured advertising licensing rights from cartoonist Charles Schulz. The Ford advertising staff wanted to use the "Peanuts" characters in a variety of print ads and commercials. Schulz agreed to work with Ford on the Falcon campaign. The Peanuts characters had already been enlisted to sell everything from breakfast cereals to snack cakes, insurance to photographic film. Between 1960 and 1965, Ford paid an annual licensing fee for exclusive rights to have the Peanuts gang speak about the new features of the Ford Falcon.

I don't remember the first cartoon I saw picturing Charlie Brown playing football or of Lucy giving her expert advice for five cents. What I do remember is grabbing the Sunday newspaper comic section

from my dad to see what this duo and their cohorts were up to this week. As a child, I loved those iconic comic strips. What I didn't realize was the truths he told kids—that life is difficult, one's shortcomings are hard to overcome and fate is something one just cannot overlook.

Peanuts did not look like other comic strips. So many on that same newspaper page were dark, busy, complicated, and made no sense to me. Peanuts, by contrast was simple in design, easy to read and understand, and somehow oddly applicable to my own circumstances. The characters' expressions, a few little word bubbles, and a scene in a yard, a doghouse, or a playing field.

As a teenager, I was chosen to play "Lucy" in my high school musical production of "You're a Good Man, Charlie Brown." I'd like to believe that I was not picked for my similar personality to Lucy but for my burgeoning talent for acting and singing. My singing debut offered classics like, "The Doctor is In" and "Little Known Facts," the latter in which I sang of facts such as "a fire hydrant is like a plant and for reasons unknown, give off tremendous amounts of water." Maybe those great memories led to my love of all things Peanuts.

The comic strip ran for almost 50 years, the last original panel being published on February 13, 2000, the day after its creator Charles Schulz died. The strip ran in many countries and was translated into many languages, but its humor was decidedly American. The premise, is that its main character, Charlie Brown, is a bit of a joke. He is hapless and a complete downer, not the hero character most people are attracted to.

The name Peanuts is derived from the term "peanut gallery," which describes the cheap seat section in a theatre. The name was assigned to the strip by the syndicate that began to run it in 1950. Schulz himself supposedly hated it.

But America loved Charlie Brown. What exactly was it that created that relationship? Many have tried to answer that question and explain it psychologically and socially.



"I loved Charlie Brown for his insecurity, for admitting that he was unfit for the game of life, for providing consolation in a literary world of supposed role models. Here, at last, was a kindred spirit, one who served as a rebuke to pretty much every other character in books or TV shows I came across as a kid," once wrote Stuart Jeffries of The Guardian.

"Schulz was all the characters in Peanuts," said Jeff Kinney in a book celebrating the 65th anniversary of Peanuts called *Only What's Necessary: Charles M Schulz and the Art of Peanuts*. "Each character represented a different aspect of Schulz, making Peanuts perhaps the most richly layered autobiography of all time."



Many believe the attraction was the transparency of Charles Shulz and how he put a bit of himself into each character. Jeannie Schulz explains: "Sparky [Charles Shulz] used to say, 'I'm a little bit of all of the characters. Charlie Brown is my wishy-washy and insecure side. Lucy is my smart alec side. Linus is my more curious and thoughtful side. Snoopy is the way I would I like to be—fearless, the life of the party, and brushing off Lucy's bad temper with a glancing kiss.' Sally expressed Sparky's exasperation with things in this world: school trips, the difficulties of mastering the television controls. Woodstock is his easygoing, just wants to be a friend, side."

Today, it seems many people seem to have lost their sense of humor, especially their self-deprecating humor. People can't laugh at their own failure in our "always-success-oriented" social atmosphere. Few are willing to accept the upside of failure is a lesson learned and the ability move on from it. Charlie Brown's continual failures were somehow an inspiration in those past days. We didn't laugh AT Charlie, we laughed at ourselves because everyone had a little Charlie in them. But, no matter how bad things got, Charlie Brown's life was always worse. But not worse in a horrible way. Just in a dealing-with-life sort of way, worse than your own. As a result, the strip was encouraging and taught us important life lessons. That's my two cents, or as Lucy would have demanded—that's five cents for my expert advice.

Following are two articles submitted by our readers that give analysis and information regarding the Ford Peanuts campaign.

Thanks to the Mason Dixon Chapter's August 2021 Peregrine Press for the heads up and link to this article.

PEANUTS 1962 FORD FALCON COMMERCIALS ARE DELIGHTFUL

BY STEVEN SYMES

MOTORIOUS.COM, AUGUST 16, 2021

Just try to watch these and not smile...

If you're old enough to remember car commercials from 1962 broadcast television, then you know times were fundamentally different back then. This is potently illustrated by the Charles Schulz's Peanuts characters starring in an ad campaign for the 1962 Ford Falcon line. They're delightfully fun, low-key commercials the likes of which we would never see run today.

Back then, having characters from a comic strip star in a car commercial was more of a novelty than today. Many Americans looked forward to reading Peanuts in the paper each morning since they brought some innocent joy into their lives. It's not hard to see how that was possible with the low-key humor employed in the commercials included with this post.

Perhaps the best one is for the Ford Falcon Futura. We're not entirely sure why Linus is wearing glasses for the commercial, but he's obviously functioning as the knowledgeable and wise sage trying to teach Charlie Brown about the car. The kicker is that ol' Chuckles really isn't cut out to drive something so cool, he just lacks the panache to pull it off. Of course, his trusty beagle is the ideal Futura Sport driver, what with his stylish clothes, twirling cane, and a swagger in his step.



Image credit:YouTube

Ford really talks up the value of the Falcon line. The Peanuts characters mention many times how affordable they are, right along with the features and design flairs. Considering the United States was just emerging from a recession, it's understandable why people would be looking for something practical yet still a little fun. As the first compact car made by Ford, it was a prime target for budget-conscious shoppers.

With 13 models in the Falcon lineup for 1962, Ford was really going all-in. A mild restyling helped punch things up further, making many fond memories for kids who spent summer vacation in the back of a Squire Wagon. Today, '62 Falcons are pretty affordable just like they were when new, making them a good option for someone who wants to dip their toe into the classic car market.

Watch the commercials for yourself and try to not smile.

[YouTube: 1962 Ford Falcon Ads With Charlie Brown](#)



Image credit:YouTube

The "Peanuts Ad Campaign" was definitely a hit. This article was sent to us by David Barber. The article ran in 2006, but the original picture and article are from the 1961 Chicago Auto Show.

IT'S 'PEANUTS' FOR FORD FALCON CAMPAIGN

BY MITCH J. FRUMKIN
JULY 20, 2001
WWW.OLDCARSWEEKLY.COM

Watching a Charlie Brown TV special with my family reminded me of a connection I had long forgotten. Four decades ago, the "Peanuts" gang teamed up with Ford to promote the new Ford Falcon compact car.

It began in the fall of 1959, when Charlie Brown and friends appeared with the 1960 Falcon. They were shown together in newspaper and magazine advertisement, television commercials, and the following year, at the Chicago Auto Show.

In a black-and-white photograph from that event, a sign in front of the 1961 Falcon four-door sedan has Charlie Brown telling Lucy van Pelt that, "Every week, 10,000 people kick its tires...slam its doors...honk its horn...bounce on its seats...then buy the Ford Falcon."

Charlie Brown's math was pretty accurate. Within its first 14 months, the public gobbled up more than 525,000 Falcons.



The Falcon was steadily outselling its primary competition of 1960 models, the Chrysler Corp.'s Valiant and the Chevrolet Corvair.

Back at the Chicago Auto Show, on another of the freestanding panels, Charlie Brown is informing Lucy's brother Linus that the "Falcon gets up to 30 miles per gallon."

Linus replies, "30 gallons of what?"

A third placard has Charlie Brown saying, "Falcon sells more because it has more to sell." Signs and technology devices were used to sell the Falcon.

Crowds attending the 1961 show could learn detailed information about the Falcon by listening to the hand-held speakers located on the siderails of the display.

The taped audio promotion began by describing how three years with 3 million miles of research and improvements went into the "XK-Thunderbird" project before the release of the "planned-for-people" Falcon.

The promotion went on to say, "Once the first Falcons came off the production line, Ford sent them on a trip covering every last mile of numbered federal highways in the country, making it the most thoroughly tested new car in America."

Next, the commentator said, "Ford offers the Falcon in a full range of body types, including the two- or four-door sedan, two- or four-door station wagons, and the Ranchero pickup truck.

"Falcon profits from development of safety components first featured on full-size Fords, improvements that include safety glass, deep-dish steering wheel, foam padded seating, arm rests, instrument pane and sun visors, double-grip door locks, and front and rear seat belts."

The Falcon's unitized bodies also had doors braced with steel ribs to protect the occupants.

As the rehearsed message continued, the commentator took a swipe at the radically different Chevy Corvair. He mentioned that the Falcon's engine was located up front, which reduced the chances of oversteer, a characteristic of "some" rear-engine cars.

The Falcon's base engine in 1961 was a 144.3-cid six-cylinder with 85 horsepower, and a fuel-stingy single-barrel Holley carburetor that ran on regular gas. The engine was composed of cast iron, but had thinner cast sections as a weight-saving measure. Also, the stroke was shortened to lower the height of the block.

New for 1961 was the optional 170-cid version of the overhead-valve six with 101 horses that took a “mere” 14.3 seconds from zero to 60 miles per hour. That same engine registered 21 to 25 miles per gallon.

Also mentioned on the recording were the two new Ford transmissions offered in the Falcon—the three-speed manual shifter, and the two forward-speed Fordomatic.

People who continued to listen heard how easy it was to maneuver the compact-size Falcon while parking. They also heard that the car came with standard heavy-duty drum brakes at all four corners.

The front brakes were made larger than the rears to handle the extra weight concentrated on the front wheels. Since the Falcon was light-weight (2,317 lbs. to 2,540 lbs.), the drum brakes were more than effective at landing this bird from various speeds.

Luggage room in the truck was rated at 23 cubic feet, or as stated, “enough space to accommodate two men’s two-suiters, a lady’s wardrobe, a lady’s overnight case, a lady’s train case, a man’s overnight case and a set of golf clubs.”

Taking another dig at the Corvair, the audio explained that all Falcon models featured seats that were 3.6-inches higher off the floor than the Chevy, “making it easier for the ladies to graciously enter and exit the car.”

Falcon boasted of six-passenger capacity, with enough room for its occupants to wear hats and stretch out their legs. Three adults could sit up front, because the transmission gearshift lever was located on the steering column. Although this setup was fine for short hauls, the lack of hip room would have made those same six adults uncomfortable on long trips.

In 1961, Falcon was available in one series, but with a choice of standard or deluxe trim. The optional deluxe package added chrome beading that outlined the sculptured side panels. The stock ‘dog dish’ hub caps were replaced by full-dish wheel covers.

Deluxe interior trim consisted of pleated nylon and vinyl upholstery, an enhanced steering wheel, arm rests, courtesy light switches on the front doors, cigarette lighter, and an ashtray for rear occupants.

Supplementing the array of Falcon advertisements in 1961, the Peanuts gang appeared in direct-mailing pieces sent to prospective buyers by many of the 6,900-plus Ford dealers.

In one publicity packet dispatched to homes and offices, Ford and Charlie Brown offered a shiny silver dollar to those who came in the dealership and viewed the new Falcon,

The letter, which was signed, "Your friend, Charlie Brown," included a non-transferable check from the Falcon Bank for Savings, and next to the "pay to the order of" line, the holder of the check could write in his or her name.

On the backside was a printed line for the check bearer's signature, and a place to fill in information about the year, make, and model of the vehicle presently owned.

Once the completed check and questionnaire were brought to the local Ford outlet, the consumer received a silver dollar or, as stated in the tiny text "a brand-new paper dollar bill, if the dealer is temporarily out of coins."

This face-to-face interplay with the customer gave the Ford representative the perfect opportunity to make a pitch.

With cash-in-the-hand proof, the salesman illustrated how the prospective buyer had already saved money by considering the purchase of the Falcon.

The Falcon name continued through 1970, but was replaced by the Maverick that made its debut in mid-1969.

During the early reign of the Falcon, Ford found a clever way to give Charles M. Schulz's cartoon character some credit for the car's success.

On the cover of a promotional booklet telling of Falcon's popularity was printed "Ford Division Annual Report." But the Ford Division was purposely scratched over and a child-like "Charlie Brown" signature printed above the Annual Report.

Not bad for a blockhead.

The Going Thing

by Cara Benson
Ford Times, January 1969



These young people supply the music of Ford's "Going Thing" commercials

1969

What's the newest, grooviest sound that's happening right now? It's The Going Thing, one of the fastest rising singing groups to come along in years.

The five gals and seven guys of this "going" young group are making Ford Division's exciting lineup of cars the going thing in '69. They're spreading the word via radio, newspaper and magazine advertisements and in over 90

percent of Ford Division's television commercials. Although only eight of the twelve members appear at any one time on TV commercials, the full complement usually is present at public appearances.

"Nobody's ever tried to create a group from scratch before," said John Morrissey, Ford Division's advertising manager. "They've hired entertainers such as Bob Hope, Petula Clark and the Fifth Dimension. It's easier to find and sign established talent, but we've got a new group that's unique to Ford Division."

How does a major auto manufacturer create a successful singing group? First, while still in the planning stages, the 1969 Ford cars were tagged The Going Thing, which summed up their lively look and top performance. Then a song was written which captured the spirit of the cars. And to launch the line of fresh, contemporary cars, a massive search began last May in Los Angeles for a group of young people to symbolize The Going Thing concept.

Two young musical pros with experience beyond their years, John and Tom Bahler, were called in to pull together a singing group. The Bahler brothers, together with executives from Ford Division and its advertising agency, screened many hundreds of talented young singers and auditioned and interviewed more than 200. Around the first of July, the talent hunt ended.

"Multi-talented" is the only adjective to describe these young professionals who range in age from 17 to 29. All are singers, of course, but they've got other talents. For instance, John Bahler arranges the group's music, Mitch Gordon doubles on the trumpet and drums, Jacquie Wiseman, Susan Teague and Ron Urban play the piano, Jacie Berry thumps the tambourine and Janie Hansen plays a mean drum.

1969

In mid-August with only two weeks of intensive rehearsals, The Going Thing gave its premiere performance before Ford Division's management meeting in Kansas City.

Let John Bahler tell the story. "We were an absolute success, a smash," he admits modestly. "We got a standing ovation and two curtain calls, but just took bows because we didn't know enough songs to sing even one encore."

The Going Thing's current repertoire ranges from the beautifully haunting "Scarlet Ribbons" to the 1920's sound of "Varsity Drag" to the swinging musical history, "I Dig Rock and Roll Music."

How do the members describe The Going Thing sound? Steve Flanagan calls it "professional rock and roll, so well done it's acceptable to any age group." Jacquie Wiseman agrees that The Going Thing appeals to everyone 16 to 70. To Ron Urban it's "rock with class." Perhaps Susan Teague sums it up best: "We're a nice clean young American folksinging rock and roll group with a going sound."

"The young singers' liveliness reflects the spirit of Ford Division, adds a new element to the 'Better Idea' concept already established in products and ways of doing things, and symbolizes a regain of the momentum lost during last year's auto strike," added Morrissey.

The Going Thing will log hundreds of thousands of miles this year, appearing at, Ford Division functions, high school and college campuses and on television shows.

1969

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FALCONS FOR SALE

1962 Falcon two-door wagon. 1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. NO REASONABLE offer refused. Donna Card, 207-740-7015, dlcard55@gmail. ME. 170310 211122



1965 Ranchero with 4bbl V8 and C4 auto trans. Has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts. \$4,500. SteveWT324@aol.com.



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210820

PARTS FOR SALE

ALL N.O.S. C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm & bushing \$95. C0DZ-3049-A, upper ball joint spindle support \$65. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum \$130. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 211110

Four 1963 13" wire hubcaps, very good driver quality. \$125 for set of four. Jim, 763-559-6380. 211124

Parting '60-'65 Falcons, 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! Steve Averre, Longview, WA. 211918

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300. pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet

top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder-coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, Gas Cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with A 1965 Falcon Ranchero Monster truck on it, 20"X17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet Stainless Steel V-8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction) \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front and rear bumpers, \$165. each. 1964-65 Falcon/Comet console, new reproduction top, all trim, \$899. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 210820

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962-63 hood scoops, good to excellent used condition, \$75-200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 "deluxe" fender spears, (not Futura) three sets, \$95-195 per set. 1962-63 fender top ornaments,

restored, \$75-100 per pair. Two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware, inquire for prices. Convertible "belly pan" set up for bucket seats /console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600. 1960-65 pedal sets, complete w/bracket and hardware, \$195. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x 5" and one set 14" x 4.5", \$70 each, a set of five for \$325. Late model ('68-'70) five lug 14" X 5" and 14" X 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" one set of four, \$280. Four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100, set of four pieces. '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each. '60-65 Falcon/Ranchero hoods, over 20 to choose from, \$150-\$350 each; '60-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-\$490. 1964-66 Wagon/Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper changeover from vacuum, a set of motor, mount, wiper transmission, linkage, bezels. \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295. One '66-70 trunk lock complete, nice chrome, all attaching parts with Falcon keys, \$125. '66-67 trunk lid, has a few dings but solid, \$150. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R

front fenders, near perfect, \$300 each; excellent hood, \$300. Dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210821

FALCON WANTED

1965 Falcon Futura. I am looking for a 1965 Falcon Futura in Twilight turquoise like the one I bought new in 1965. I want to get one in very good condition and willing to pay appropriate price. Call or text or email: Al Tuningley, 604-808-7077, atuningley@shaw.ca. CA. 211122

PARTS WANTED

Taillight assemblies, all years. Must be good restorable cores, with no dents (typically found on outer edge), trauma, or distortions. Blushed/faded finish is fine. Send info to Norm Huie at 949-394-5985, or huiehome11@gmail.com. 211126

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 211110

Looking for a transmission inspection plate for a C2 transmission. Vehicle is a 1963 Futura Convertible. miachettasr@gmail.com. 211115

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- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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UPCOMING EVENTS

April 1–2, 2022

South Central Regional Show

Biloxi, Mississippi

Hosted by the Gulf States Chapter

July 14–16, 2022

FCA National Meet

Kingsport, Tennessee

Hosted by the Falcon Club of America

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

NOVEMBER 2021



November 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 U.S. ELECTION DAY	3	4	5 Arbor Day	6
7	8	9	10	11 VETERANS DAY	12	13
14	15	16	17	18	19	20
21	22	23	24	25 THANKSGIVING DAY	26	27
28 Hanukkah Begins	29	30				

DECEMBER 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



December 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7 Pearl Harbor Day	8	9	10	11	12	13
14	15	16	17	18	19	20
21 First Day of Winter	22	23	24 Christmas Eve	25 CHRISTMAS DAY	26	27
28 Boxing Day	29	30	31 NEW YEAR'S EVE			